

Date: Thursday, 23/10/2008 8:35:26 AM  
 User: Linda Lacelle

## Process Sheet

Customer	: CC-DAR01 Dart Aerospace Ltd.	Drawing Name	: DISASSEMBLE
Job Number	: 42881		
Estimate Number	: 10804		
P.O. Number	:	Part Number	: DISASSEMBLE20
This Issue	: 23/10/2008 S.O. No. :	Drawing Number	: D412-702-045A
Prsht Rev.	: NC	Project Number	:
First Issue	: / / Type : SMALL /MED FAB	Drawing Revision	:
Previous Run	: 42752	Material	:
Written By	:	Due Date	: 30/10/2008 Qty: 1 Um: Each
Checked & Approved By	:		
Comment	:		

Additional Product

Job Number:



Seq. #:

Machine Or Operation:

Description :

1.0

PACKAGING 1

PACKAGING RESOURCE #1



Comment: PACKAGING RESOURCE #1

PULL FROM STOCK:

1 X D412-702-045A B38738

DISASSEMBLE KIT AND RETURN ITEMS TO STOCK:

2 X D412-702-111A B 34228 ✓

2 X D412-702-113A B 34229 ✓

2 X D3572-041 B 34870 ✓

2 X AN4-16A B 18949 ✓

4 X AN4-25A B 104438 ✓

20 X AN960JD416 B 104915 ✓

6 X MS21042L4 B 104248 ✓

ADJUST ACCPAC

*Ref 23*

*mf 08-10-23*

3  
Date: Thursday, 23/10/2008 8:35:26 AM  
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## Process Sheet

Customer: CC-DAR01 Dart Aerospace Ltd.

Drawing Name: DISASSEMBLE

Job Number: 42881

Part Number: DISASSEMBLE20

Job Number:



Seq. #:

Machine Or Operation:

Description :

2.0

D412702045A

4-Man Aft Facing Shoulder Harness, 3 poi



Comment: Qty.: 1.0000 Each(s)/Unit Total : 1.0000 Each(s)  
13-Man Shoulder Harness, 3 point

3.0

QC21

FINAL INSPECTION/W/O RELEASE



Comment: FINAL INSPECTION/W/O RELEASE

Job Completion



MF 08-10-23

Date: Thursday, 23/10/2008 7:51:09 AM

User: Linda Lacelle

# **Bill of Manufacturing**

Part Number		: D412702045A	Revision		: E	
Drawing Name		: DART 4-MAN 3-POINT AFT FACING SHOULDER	Default Qty.		: 1	
Seq #	Item	Description	Qty	U/M	Unit Cost	BOM Cost
1	DC	DOCUMENT CONTROL	0.00	Hours	43.00	0.00
2	D412702111A	HARNESS ASSEMBLY	2.00	Each	0.00	0.00
3	D412702113A	HARNESS ASSEMBLY	2.00	Each	0.00	0.00
4	D3572041	GUIDE ASSEMBLY	2.00	Each	62.69	125.39
5	AN416A	Bolt	2.00	Each	0.31	0.62
6	AN425A	BOLT	4.00	Each	0.80	3.20
7	AN960JD416	Washer	20.00	Each	0.03	0.63
8	MS21042L4	Nut	6.00	Each	0.15	0.90
9	QC5	INSPECT WORK TO CURRENT STEP	0.00	Hours	0.00	0.00
10	PACKAGING 1	PACKAGING RESOURCE #1	0.00	Hours	0.00	0.00
11	QC21	FINAL INSPECTION/W/O RELEASE	0.00	Hours	0.00	0.00
Total BOM Cost						130.75

**REFERENCE ONLY**

## Sian Willems

**From:** Bill Beckett [bbeckett@dartaero.com]  
**Sent:** August 12, 2008 8:32 AM  
**To:** 'Sian Willems'  
**Cc:** 'L Lacelle'  
**Subject:** RE: Shoulder Harness A kits information

*Chantal?*

Sian,  
I agree that we should drop the A. We can keep a few parts as spares to support existing sales and return the rest if possible. (Linda - let me know if this is possible)  
Thanks,  
Bill

*43A  
45A*

**From:** Sian Willems [mailto:swillems@dartaero.com]  
**Sent:** August 11, 2008 12:21 PM  
**To:** bbeckett@dartaero.com  
**Subject:** Shoulder Harness A kits information

Hi Bill,

We had discussed whether we should just pull the 3 Point Shoulder Harness, separate lap & shoulder belt, "A" style. We had said that it would be good to know what we've sold and what we have in stock before making that decision. Peggy told me that DHS doesn't recommend the A kits when speaking with customers, they encourage them to buy the B kits.

Please find below the sales history:

Part Number	Qty Sold	Belts Per Kit	Belts Total	Latest Sale
D412-702-041A	2	13	26	May-08
D412-702-043A	1	5	5	Sep-07
D412-702-045A	1	4	4	Sep-07

Total 35

We're looking at probably only 2 aircraft, I suspect that the -043A & -045A kits were the ones that were being operated by State of Washington and those were replaced recently by B kits, the reason for the replacement was that the release buttons were sticking and they were having difficulty disengaging the belts. The two recent sales of the -041A kits were to Eagle Copters and World Wind.

Stock we have:

D412-702-041A	0
D412-702-043A	1
D412-702-045A	1
D412-702-047A	0
D412-702-049A	0
D412-702-051A	0
D412-702-052A	0
D412-702-101A thru -117A	0
D3579-041	20
D3579-042	24
D3579-043	2
D3579-044	2

What that all translates into is that we have enough belts in stock for 57 seating positions.

My understanding from Peggy is that the B kits are being accepted by USFS.